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seated, but little more than 100 Republican votes, while the delegates from other States each represented approximately 10,000 Republican votes. The inequality—not to say unfairness—of this situation was forcibly presented. On the other hand, it was urged that the new system would make the Republican party a sectional one; that it might result in four or five large States controlling the nomination and the platform; that it was inconsistent with the constitutional plan of elections by States; that it would involve the Republican party in many difficulties; and that, if the Federal government would see to it that honest elections were held, the Southern States would eventually become doubtful, if not Republican. In addition to this it was also asserted that the Northern negroes would resent the political slight upon their Southern brethren.

At any rate, the resolution was defeated by a vote of 471 yeas to 506 nays, a narrow margin of 35. The Southern delegates, of course, voted solidly against it, while it is a matter of unwritten history that Mr. Roosevelt, then President, used the weight of his position to prevent the resolution from being adopted. The time is coming, however, and it is not far distant, when the agitation for a change will be successful because the present system is manifestly unfair to the great bulk of the Republican party.

It is not yet evident, however, what plan will be substituted.

In the main, some method will be devised whereby the number of delegates from each State will be based upon the Republican vote in that State. Mr. David W. Milvane, of Kansas, who was in charge of the Western bureau of the Republican National Committee in the last campaign, has made a suggestion which has in it much to commend. He proposes that each State shall have four delegates-at-large, and at least one delegate for each Congressional district. An additional delegate could be elected in each district where the Republican vote was of a certain numerical strength. This would insure universal representation, with a preponderance of votes from Republican strongholds, and yet there would be many districts north of Mason and Dixon's line which, like the Southern districts, would have only a single delegate.

In a Republican national convention, under the present system, the States of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas, and Virginia, which have not cast a single Republican electoral vote since 1876, are represented by no less than 252 delegates, or about one-fourth of the entire number. It is very easy to see how this number of delegates could become an important factor in deciding the outcome of a convention. In South Carolina, at the last election, the entire Taft and Roosevelt vote aggregated only 1,839 and yet South Carolina has eighteen votes in a national convention, two more than New Hampshire and Vermont combined. The total Republican vote for Taft and Roosevelt in Mississippi last year was about 5,000, although that State sends twenty delegates to a national convention. And Texas has forty delegates—more than are given to Connecticut, Delaware, Maine, and Wyoming—and yet Texas never did and never will give one electoral vote to a Republican Presidential candidate. Upon the basis of one delegate for every 10,000 Republican votes cast, Texas would be entitled to five delegates!

And Florida, instead of having twelve delegates would have one! These are the conditions which underlie the present movement for a Republican national convention in the near future. Besides taking up this question of Southern representation the gathering of Republicans would have some value in infusing a spirit of encouragement into the party. The Progressives are living up to their name. They are displaying much activity, with State conferences in frequent session, and the rank and file contributing generously to the propaganda of the organization. The Democrats have no occasion to proselyte. They will stand or fall upon the record which they make while in power.

Cardinal Against "Scuttle" Policy. Cardinal Gibbons suggests that before changing our Philippine policy the incoming President—with the authorization of Congress—should appoint a commission to investigate conditions in the archipelago. From the observations of its members a judgment could be formed as to when the Filipinos would possess sufficient education and intelligence to be entrusted with autonomy. The Cardinal warns the government that to hold out a promise to them which we could not keep would be quite as bad as shirking our obligations toward them. His eminence points out that those best able to judge of the situation are a unit in their judgment. President Taft, Gov. Gen. Forbes, the bishops, and clergy in the islands, and others who have had the chance to observe conditions in closest proximity declare, one and all, that the natives would be the chief sufferers if turned adrift by this country. The Cardinal insists that the issue is absolutely nonpartisan and that he is confident that the American people will not stand for a "scuttle policy" in the Philippines.

The natives, with their many scattered tribes, their different languages and religions, and their various stages of civilization (or savagery), have not been consulted. The great majority of them has no real conception of the meaning of the word independence. They are, so unprepared to shoulder the responsibility that it would be cruel on our part to leave them paddle their own canoe.

The United States should be very careful and not plunge into a rash programme which would be regretted. The cost of the American occupation of the Philippines has been greatly reduced. It is merely a question, at present, of maintaining soldiers there or at home. The example furnished by Mexico and the Central American republics, inhabited by peoples unable to govern themselves and ever ready to rebel, ought to be a sufficiently comprehensive lesson to the United States government.

Merchant Shipbuilding Overdone. The large amount of shipbuilding that is going on, and has been for the past fifteen years, does not look as though the various alleged shipping pools were successful in suppressing competition in the sea-carrying trade. Last year was a far better year in the American shipyards than the one before, according to the returns collected by Lloyd's Register, but it was not the best year they have had. The increase last year over the year before was thirty-two vessels and more than 112,000 gross tonnage. The number, 174, has often been exceeded. It was from 200 to 286 in each of the nine years from 1900 to 1908. The tonnage, 284,223, has been exceeded ten times in the past twenty years, the latest being 1910, when the tonnage was 331,318. The increase last year over the preceding year was mostly on the coast. The vessels launched on the Lakes had a tonnage of about 90,000.

These figures are exclusive of warships. Of these there were launched last year fifteen, with a tonnage of 62,673. Except for 1909, the number was larger than any year since 1902, but the tonnage exceeded that of any year since 1905, and the largest tonnage was 170,000, in 1904.

The world's launching of vessels other than warships in 1912 amounted to little less than 300,000 tons, a considerable increase over 1911, and exceeded only slightly by 1906. The amount of capital that is being invested in sea transportation is enormous. From 1899 on the world's launching of vessels (not warships) has exceeded 2,000,000 tons each year, excepting four. The size of steamers is increasing rapidly, and turbines and internal combustion engines are more in use. The vessels of 6,000 tons and over launched from British yards were forty-seven in five years ended 1896; 166 in the next five years, 150 in the five years following, and 167 in the five years ended 1911. Of vessels of 10,000 tons and upward British yards launched only five in the first period of five years, thirty-two in the second, twenty-nine in the third, and forty-eight in the last. In 1912 sixty-nine vessels of over 6,000 tons and sixteen of more than 10,000 tons were launched. The two largest of these were more than 18,000 and less than 17,000 tons. At Hamburg the Imperator, of 52,000 tons, was launched. This is the largest vessel to date.

In view of the exclusive policy which the United States maintains, one of the most interesting points in this report is that British shipyards launched ten vessels of more than 43,000 tons on German account last year. Yet the German yards, exposed to free competition, have grown from comparative unimportance twenty-five years ago to the equal of the British yards. Last year German yards launched 105 vessels, of 375,317 tons. Every year a considerable amount of tonnage is lost or broken up; still, at present, the world's merchant marine is increasing enormously. Freight rates are high and shipping profit is liberal, but in many years the shipbuilding business has been overdone; it has been impossible to keep all the vessels employed; competition has driven freight rates down, and good steamers have been tied up at their wharves, a dead loss to their owners.

It appears to have been established that the government is buying its powder at 25 per cent cheaper than any other nation is buying a similar powder. Building battleships with one hand and legislating so as to destroy our powder plants with the other does not seem to be the best way to get on.

It might be suggested, too, that unless signs are woefully misleading, powder is a product which might be at a premium in a very short time.

A LITTLE NONSENSE.

MADE HERSELF A NAME. Mabel's name is "Maybelle" now. She evolved the name from "Mabel" with great pride, I am sure. She regards the same.

Proud she has just cause to be. At least I would be. Made herself a name, you see, Ere she was sixteen.

Scale of Fame. There are grades of fame. We recently saw a woman billed as the Paderewski of 18-cent vaudeville.

For Feeling into It. "On Washington's Birthday, Senator Wombot read Washington's Farewell Address before the Senate with great feeling."

"Well, he's going home himself after the 4th of March, you know."

Evidence of Wealth. "Frolicsome times, these."

"How now?"

"I see a poet joined the Board of Trade in one of our Eastern cities."

Measuring Secrecy. "Much to be seen in the Bermudas?"

"About two films."

In Luck. The early robin of the press is glad to cherry see.

And this time he got a mess From George's famous tree.

His Ultimatum. "Papa, may I hike with suffragettes?"

"Not if it calls for anything in the way of a special hiking costume, my dear."

February 23 in History. February 23, 1760—Little George Washington has his little hatchet taken away from him.

February 23, 1173—Richard the Lion-Hearted gets a new pair of boiler-plate pants.

A Dainty Doe. "Save me a sample of everything the patent takes," directed the young doctor.

"He took a kiss this morning," faltered the pretty nurse.

PRIZE LOST ON TITANIC! 1,500,000 France Lottery Ticket Has No Claimant.

Rose Dierbach to the New York Sun. The Bank of Italy first takes the winning lottery ticket prize of 1,500,000 francs last night. The ticket was sent to the United States on that vessel. All efforts to trace the holder of the ticket have been fruitless.

It has been reported that the winning ticket was sold in Sicily, but the bank has so far found no one to whom the claim should be paid.

Jeremy Bentham's Skeleton. From the London Spectator.

The late Archdeacon Colley is leaving his body to the Birmingham University to be anatomized was not so original as Jeremy Bentham, who left his body to University College, London, for the same purpose, but arranged that it should not be buried afterward but kept there. You may see the skeleton there to this day wearing its clothes as in life, the face all dried up. Bentham even went so far as to advocate the embalming and preservation of illustrious human beings in this way as being more truthful than statues.

The Brute. "Hullo, I want some more this winter."

"All right, dearie. I'll get you a set of ear muffs."

SMOKELESS POWDER SCARCE IN THE U. S.

Government Urged to Be Continues in the Legislation Affecting It.

Congress is likely to find itself floating on rather a broad sea if it takes out of the hands of the owners of the army and navy, and the skilled applicators associated with them, the responsibility of fixing a price for smokeless cannon powder.

The action of the House in establishing a list price of 10 cents per pound, regardless of the amount of powder to be purchased, will hardly commend itself to business men. The Senate did the right thing in eliminating this feature from its appropriation bill.

It seems that the Du Pont Company is the only concern, independent of the government, supplying smokeless powder to the government. It has a large investment in plants equipped for this purpose, and as these plants cannot be used for anything else and represent three times the capacity needed in time of peace, it is evident that the Du Pont Company cannot afford to keep them in commission and manufacture powder at 10 cents per pound if the annual purchase of the government amounts to but a few pounds.

It is pointed out that no man would put up a saw mill at a great expense and set out lumber for one building. On the other hand, it is equally apparent he could well afford to put a lot of money in a saw mill if he were going to supply the lumber for buildings in an entire township or county. So with smokeless powder, it would be poor business policy to expect the Du Ponts or any one else to supply a minimum quantity of powder at a minimum price. A minimum price, in business, goes with minimum quantity. If Congress insists on fixing the price, Congress should also fix the amount of powder to be purchased. In other words, Congress should be as definite, as explicit, at one end of the proposition as at the other.

Fixing of United States Court.

It is suggested, too, that some light might be thrown on the general powder situation if the finding of the United States Court in the suit to dissolve the Du Pont Company were read. In so far as that litigation was aimed at the plants engaged in the manufacture of smokeless powder for the government, the suit was dismissed. And in its opinion the court held that the relation these plants sustained to the nation was such that they should not be, in any manner, interfered with. In other words, on the testimony of officers of the army and navy, these plants were considered by the court as part of our plant and production defense.

The testimony of ordinance officers who have appeared at various hearings held has indicated that the price paid for powder is not extravagant. In view of the fact that good powder at a reasonable price is much to be preferred to poor powder at a cheap price it would seem that the annual disturbance stirred over this question was hardly justified.

It appears to have been established that the government is buying its powder at 25 per cent cheaper than any other nation is buying a similar powder. Building battleships with one hand and legislating so as to destroy our powder plants with the other does not seem to be the best way to get on.

A LITTLE NONSENSE.

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The Brute. "Hullo, I want some more this winter."

"All right, dearie. I'll get you a set of ear muffs."

GLADIE PEACEFUL SETTLEMENT.

OF THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND FIREMEN, WHO IS LITIGANT AT THE UNEXPECTED SURRENDER OF THE MANAGERS OF THE FIFTY-FOUR RAILROADS EAST OF CHICAGO TO THE DEMANDS OF THE FIREMEN THAT THE QUESTIONS IN CONTROVERSY BETWEEN THE RAILROADS AND THE LOCOMOTIVE ENGINEERS AND FIREMEN, THEREFORE ENDING ANY POSSIBILITY OF A RAILROAD STRIKE.

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